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REPORT [REDACTED]

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COUNTRY Poland

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1. The Polish Motoring Union (Polski Zwiazek Motorowy - commonly called P.Z. Mot.) had its national headquarters at 34 Nowy Swiat Street, Warsaw and was subordinate to the Ministry of Road and Air Transport (Ministerstwo Transportu Drogowego i Lotniczego). There were only about fifteen people who were regularly employed and paid at headquarters and about twenty people who worked part-time without pay. This latter group were auto enthusiasts of the prewar variety who were attached to the organization when it was a semi-official, amateur motoring association. This group was being supplanted and controlled by the regime which had changed the Union's functions and responsibilities to conform with its purposes and ideology.

2. Each province in Poland had a regional P. Z. Mot. [REDACTED] functions and activities of each by [REDACTED] knowledge of the Olsztyn regional P. Z. Mot. [REDACTED]

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3. A regional P. Z. Mot. had three branches (galezi), a. Sport, b. Chauffeur Schooling, c. Automotive Expert-Consultants, which functioned as follows:

a. Sport

- (1) Only some of the larger regions sponsored and organized auto races but all of them organized and conducted auto "rides" (Rajdy) and motorcycle races. Auto races were very infrequent [REDACTED]

[REDACTED] due to the rare and dwindling private ownership of autos and the lack of State support. In

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early 1954 the national P. Z. Mot. made a contribution of 100,000 Zlotys for all of Poland as a gesture to encourage the building of auto racers. [redacted] this amount was hardly sufficient to build a single racing car. 25X1

- (2) The "rides" were organized annually and included from 25 to 50 passenger cars and trucks contributed by various State enterprises which usually sent their own chauffers with the vehicles. These rides were competitive and contributed prizes were given to the winners. They were more military maneuvers than a sporting competition. Driving with military maps, finding a person in the forest at night, driving through sand, steering around obstacles, using compasses and drawing maps and sketches were some of the tasks to be accomplished on the trip which was usually about 250 km. long. A par for the course and one for each of the tasks was established according to the type of vehicle driven. The concepts of norms, disciplined ability, control, and conservation of State property were the basis on which the best time and performance was judged.
- (3) Motorcycle "rides" and races were held oftener since the vehicles were less expensive and were more readily available from private owner-enthusiasts and from motorcycle clubs. The motorcycle "rides" were directed and controlled like the auto "rides". [redacted] one of its objectives was the training of more and better operators for time of war and emergency. Training cyclists for strictly sport competition was remotely possible in the future. Even motorcycle races were used for political purposes. 25X1
- [redacted] 25X1

Towarzysz, (comrade), the Polish equivalent of the Russian word Tovarich, was preferred and the Polish word Obywatel (citizen) was the second choice.

- (4) The Olsztyn P. Z. Mot. had the following motorcycle clubs and motorcycles:
- (a) Guards (Gwardia) - U. B. (Security Police) and Citizen's Militia - 12 club motorcycles and 5 privately owned.
  - (b) Railroaders ("Kolejarz") - 8 club motorcycles and 20 privately owned.
  - (c) Constuction Workers (Budowlane) - 6 club motorcycles and 12 privately owned.
  - (d) Ogniwo (prewar, private) - 4 club motorcycles and 7 privately owned.

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The club motorcycles were mostly the Polish S.H.L. 125 and a few Czech, Jawa 250. The privately owned ones were mostly old German ones

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#### b. Chauffeur Schooling

- (1) Every regional P. Z. Mot. schooled professional and amateur vehicle operators. There were four categories of chauffeurs in Poland and a course and an exam had to be taken before one received a license for any category. In the Olsztyn province there is a school in Ostroda (N 53-42, E 19-59) for professional chauffeurs and two "amateur" courses which are given annually in the city of Olsztyn. Additional courses are organized and given whenever and wherever needed and feasible. The professional course in Ostroda lasts six months and is a thorough training in driving, mechanics, conservation and repair. The four categories of vehicle operators were:

- Cat. 1. Operators of busses and trucks with trailers.
- Cat. 2. Operators of trucks above 3½ ton.
- Cat. 3A Operators of private cars and trucks to 3½ ton.
- Cat. 3B Operators of tractors and vehicles up to 25 km. per hour.
- Cat. 4. Operators of motorcycles.

In addition to a course and an exam, an operator had to be an active Cat. 3 driver for 3 years before receiving a Cat. 2 license. To receive a Cat. 1. license an operator had to be an active Cat. 2 driver for two years.

- (2) The training of chauffeurs throughout the country was planned by the Ministry of Road and Air Transport through the national P. Z. Mot. In 1954 the region of Olsztyn was required to train 1200 chauffeurs for category 3A. Funds for training 100 were given to the region but the remainder had to be found in any way whatsoever. The selected 100 free trainees were to be farmers, workers or their sons and especially men who were to be inducted into the army. The remainder of the "planned" 1200 were to be gotten from any State enterprise or amongst private citizens who sometime were permitted to pay according to their means. Cadre (personnel) departments of State enterprises were directed by a standing national directive to train people in every way possible and the accent was on technical and productive training. The Party constantly pressed to have more politically reliable people trained but budget considerations were a consistent obstacle.

there were too many Cat. 2 and Cat. 3 chauffeurs but not enough Cat. 1.

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#### c. Automotive Expert-Consultants

- (1) These consultants, selected by the regional P. Z. Mot. and approved by the Ministry, had as their assignment the vehicle efficiency of the region. Every vehicle inefficiency, breakdown or accident was submitted to their examination and appraisal for the reasons thereof. There were seven consultants in the region of Olsztyn (28 in Wroclaw). They all worked as consultants beyond the duty hours of some other jobs or position. Sometimes it was necessary to be called off their regular job to examine a vehicle inefficiency, breakdown or accident. The regional P. Z. Mot. had a duty roster of consultants for vehicle inefficiency in State enterprises and the Citizen's

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Militia) had a duty roster of consultants to be called in case of vehicular accidents.

- (2) Every State vehicle in Poland had a norm to meet. The Ministry established an in-between-overhaul (Capital repair - Kapitalny remont) norm for every type of vehicle and 20% was added to this norm if the vehicle was new. Even a tire had its norm to meet and if a chauffeur drove his vehicle on a flat tire and ruined the tire, he paid for the tire or went to court which might make an example of him for damaging State property. Not having a jack and tools in his vehicle, which was frequently the case, was no justification. Vehicles broke down frequently on the road and the chauffeurs had to apply to the nearest repair station for help.

- (3) For the examination and appraisal of an engine, a client (usually the State) paid 120 Zlotys and for one complete vehicle examination the client paid 208 Zlotys to the P. Z. Mot. The consultant received 65% of the fee. For court appraisals there were established fees which varied with the time expended and distance traveled.

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\_\_\_\_\_ court cases meant extra pay for the consultant while freed from his regular duties without loss of salary.

- (4) Only the strictly military vehicles were not subject to the appraisal of these consultants. The U. B. (Security Police), the K. B. W. (Internal Security Corps) and the M. O. (Citizen's Militia) were not excepted.
- (5) In court cases, damage to State vehicles was more severely treated than damage to personal property and personal injury. When a chauffeur was at fault he was required to pay damages or go to jail. Payment of damages would be made by deduction of wages of the person at fault. The fault was sometime that of a mechanic who was negligent in his repair work. \_\_\_\_\_ a 6 months jail sentence was once imposed on a chauffeur for damage amounting to 1000 Zlotys. There were about 30 jail sentences a year \_\_\_\_\_ but many were suspended pending a second accident or inefficiency which was followed by combined costs or jail sentences.

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